FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES
LARGE AIRCRAFT

BIWEEKLY 2006-12

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LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability

Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; FR - Final Rule of Emergency

Biweekly 2006-01

2005-22-10	R	Airbus	A320-111, -211, -212, -214, -231, -232, and -233
2005-24-11	COR, S 2003-09-03	Embraer	EMB-135BJ, -135ER, -135KE, -135KL, -135LR, -145, -145ER, -145MR, -145LR, -145XR, -145MP, and -145EP
2005-25-01	COR	Embraer	EMB-120, -120ER, -120FC, -120QC, and -120RT
2005-26-07		Airbus	A318-111, A318-112, A319-111, A319-112, A319-113, A319-114, A319-115, A319-131, A319-132, A319-133, A320-111, A320-211, A320-212, A320-214, A320-231, A320-232, A320-233, A321-111, A321-112, A321-131, A321-211, and A321-231
2005-26-09		Pratt & Whitney	Engine: JT9D-7R4 turbofan
2005-26-15		Embraer	EMB-135BJ, -135ER, -135KE, -135KL, -135LR; EMB-145, -145ER, -145MR, -145LR, -145XR, -145MP, and -145EP
2005-26-16	S 98-19-22	Airbus	A300 B2–1A, B2–1C, B2K–3C, B2–203, B4–2C, B4–103, B4–203, A300 B4–601, B4–603, B4–620, B4–622, B4–605R, B4–622R, F4–605R, F4–622R, C4–605R Variant F, A310–203, –204, –221, –222, –304, –322, –324, and –325
2005-26-17		Airbus	A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, C4-605R Variant F, F4-605R, F4-622R; A310-203, -204, -221, -222, -304, -322, -324, and -325
2005-26-18	S 2002-01-29	Rolls-Royce Deutschland	Engine: Tay 650-15 and 651-54 turbofan
2006-01-06		Airbus	A330-201, -202, -203, -223, -243, -301, -321, -322, -323, -341, -342, -343; A340-211, -212, -213, -311, -312, and -313
2006-01-51	E	Frakes Aviation	G-73

Biweekly 2006-02

2006-01-01		Gulfstream Aerospace LP	Gulfstream 100, Astra SPX, AND 1125 Westwind Astra
2006-01-02		McDonnell Douglas	DC–9–14, DC–9–15, DC–9–15F, DC–9–21, DC–9–31, DC–9–32, DC–9–32 (VC–9C), DC–9–32F, DC–9–33F, DC–9–34, DC–9–34F, DC–9–32F (C–9A, C–9B), DC–9–41, DC–9–51, DC–9–81 (MD–81), DC–9–82 (MD–82), DC–9–83 (MD–83), DC–9–87 (MD–87), MD–88, MD–90–30
2006-01-03		Airbus	A300 B2-1A, B2-1C, B2K-3C, B2-203, A300 B4-2C, B4-103, and B4-203
2006-01-04	S 94-11-03	Raytheon	DH.125, HS.125, and BH.125 series; BAe.125 Series 800A (C-29A and U-125), 800B, 1000A, 1000B; Hawker 800 (including variant U-125A), and 1000
2006-01-07		Boeing	747-100, 747-100B, 747-200B, 747-200C, 747-200F, 747-400F, 747SR, and 747SP series
2006-01-08		BAE Systems (Operations) Limited	Avro 146-RJ70A, 146-RJ85A, and 146-RJ100A
2006-01-09		BAE Systems (Operations) Limited	BAe 146-100A and -200A series
2006-01-10		Airbus	A300 B4–600, B4–600R, F4–600R series, C4–605R Variant F (collectively called A300–600 series airplanes). A310 series
2006-01-51	FR	Frakes Aviation	G-73 (Mallard) series; and G-73
2006-02-01		Airbus	A330-201, -202, -203, -223, -243, -301, -321, -322, -323, -341, -342, -343; A340-211, -212, -213, -311, -312, -313, -541, and -642
2006-02-02		Embraer	EMB-120, -120ER, -120FC, -120QC, and -120RT
2006-02-03		Raytheon	Hawker 800XP
2006-02-04		Bombardier, Inc.	CL-600-1A11 (CL-600), CL-600-2A12 (CL-601), and CL-600-2B16 (CL-601-3A, CL-601-3R, and CL-604)
2006-02-05		Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440)
2006-02-06		Airbus	A310-203, -204, and -222, A310-304, -322, -324, and -325

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Biweekly 2006-03

2006-02-09	Airbus	A330-201, -202, -203, -223, -243, -301, -321, -322, -323, -341, -342, -343, A340-211, -212, -213, -311, -312, and -313
2006-02-10	Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440)
2006-02-11	McDonnell Douglas	C-10-10, DC-10-10F, DC-10-15, DC-10-30, DC-10-30F (KC-10A and KDC-10), DC-10-40, DC-10-40F, MD-10-10F, MD-10-30F, MD-11, and MD-11F
2006-03-01	Embraer	ERJ 170-100 LR, -100 STD, -100 SE, and -100 SU
2006-03-02	Dassault Aviation	Falcon 2000, Falcon 2000EX
2006-03-03	Rolls-Royce plc	Engine: RB211 Trent 553-61, 553A2-61, 556-61, 556A2-61, 556B-61, 556B2-61, 560-61, and 560A2-61 turbofan

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Biweekly 2006-04			
2006-03-04		McDonnell Douglas	DC-8-33, DC-8-51, DC-8-53, DC-8-55, DC-8F-54, DC-8F-55, DC-8-63, DC-8-62F, DC-8-63F, DC-8-71, DC-8-73, DC-8-71F, DC-8-72F, and DC-8-73F
2006-03-05	S 93-02-03	Short Brothers	SD3-60 SHERPA, SD3-SHERPA, and SD3-60
2006-03-06		EMBRAER	EMB-135BJ, -135ER, -135KE, -135KL, and -135LR airplanes; and Model EMB-145, -145ER, -145MR, -145LR, -145XR, -145MP, and -145EP
2006-03-07		Fokker	F.28 Mark -700 and 0100
2006-03-09		Airbus	A330-201, -202, -203, -223, -243, -301, -321, -322, -323, -341, -342, -343, A340-211, -212, -213 -311, -312, -313, -541, and -642
2006-03-10		Airbus	A318-111 and -112; A319-111, -112, -113, -114, -115, -131, -132, and -133; A320-111, -211, -212, -214, -231, -232, and -233; and A321-111, -112, -131, -211 and -231
2006-03-11		British Aerospace	HS 748
2006-03-12		Boeing	737-100, -200, -200C, -300, -400, and -500
2006-03-13		McDonnell Douglas	DC–10–10, DC–10–10F, DC–10–15, DC–10–30, DC–10–30F (KC–10A and KDC–10), DC–10–40, DC–10–40F, MD–10–10F and MD–10–30F, MD–11 and MD–11F
2006-03-14		Rolls-Royce plc	Engine: RB211 Trent 500 Turbofan
2006-03-16		Hamburger Flugzeubau GmbH	HFB 320 HANSA
2006-04-01		Airbus	A300 B2-1A, B2-1C, B2K-3C, and B2-203 airplanes; Model A300 B4-2C, B4-103, and B4-203 airplanes; Model A300 B4-601, B4-603, B4-620, and B4-622 airplanes; Model A300 B4-605R and B4-622R airplanes; Model A300 F4-605R and F4-622R airplanes; Model A300 C4-605R Variant F airplanes; Model A310-203, -204, -221, and -222 airplanes; and Model A310-304, -322, -324, and -325
2006-04-03		Airbus	A330-201, -202, -203, -223, and -243 airplanes; Model A330-301, -321, -322, -323, -341, -342, and -343 airplanes; Model A340-211, -212, and -213 airplanes; Model A340-311, -312, and -313 airplanes; Model A340-541 airplanes; and Model 340-642
2006-04-04		Meggitt	Appliance: Smoke Detectors
2006-04-05		Bombardier	CL–600–2C10 (Regional Jet Series 700, 701, & 702), CL–600–2D15 (Regional Jet Series 705), CL–600–2D24 (Regional Jet Series 900)
2006-04-06	S 2000-24-02	Airbus	A318-111 and -112, A319-111, -112, -113, -114, -115, -131, -132, and -133 airplanes; Model A320-111 airplanes; Model A320-211, -212, -214, -231, -232, and -233 airplanes; and Model A321-111, -112, and -131 airplanes.
2006-04-07		BAE Systems	Bae 146 and Avro 146-RJ
2006-04-08		Airbus	A300 B4-601, B4-603, B4-620, and B4-622 airplanes, A300 B4-605R and B4-622R airplanes, A300 F4-605R and F4-622R airplanes, and A300 C4-605R Variant F airplanes; and Airbus Model A310-304, -322, -324, and -325
2006-04-09		Bombardier	CL–600–2C10 (Regional Jet Series 700, 701, & 702) airplanes CL–600–2D15 (Regional Jet Series 705) airplanes, CL–600–2D24 (Regional Jet Series 900) airplanes.
2006-04-10		Cessna	500, 550, S550, 560, 560XL, and 750

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Biweekly 2006-05			
2000-24-03 R1	R 2000-24-03	AvCraft Aerospace GmbH	328-100
2006-04-02		Embraer	EMB-135BJ, -135ER, -135KE, -135KL, -135LR, EMB-145, -145ER, -145MR, -145LR, -145XR, -145MP, and -145EP
2006-04-11	S 2004-07-15	Airbus	A321-111, -112, and -131
2006-04-12	S 2004-15-03R1	General Electric Company	Engine: CF34-3A1, -3B1, CF34-1A, -3A, -3A1, -3A2, and -3B series turbofan
2006-04-13		Gulfstream	GIV-X, GV-SP series
2006-04-14		Boeing	757-200, 757-300 series
2006-05-01	COR	Rolls-Royce plc	Engine: RB211 Trent 553-61, 556B-61, 556-61, 560-61, 553A2-61, 556A2-61, 556B2-61, 560A2-61, 768-60, 772-60, 772B-60, 892-17, 884-17, 892B-17, 895-17, 875-17, 884B-17, and 877-17 turbofan
2006-05-02		Boeing	747-200F, 747-200C, 747-400, 747-400D, and 747-400F series
2006-05-04	S 2001-10-03	General Electric Company	Engine: CF34-1A, -3A, -3A1, -3A2, -3B, and -3B1 turbofan
Biweekly 2006-06			
2006-03-09	COR	Airbus	A330-201, -202, -203, -223, -243, -301, -321, -322, -323, -341, -342, -343, A340-211, -212, -213 -311, -312, -313, -541, and -642
2006-03-15		Boeing	747SP, 747SR, 747-100, -100B, -100B SUD, -200B, -200C, -200F, and -300 series
2006-05-01	COR	Rolls-Royce plc	Engine: RB211 Trent 553-61, 556B-61, 556-61, 560-61, 553A2-61, 556A2-61, 556B2-61, 560A2-61, 768-60, 772-60, 772B-60, 892-17, 884-17, 892B-17, 895-17, 875-17, 884B-17, and 877-17 turbofan
2006-05-03		Rolls-Royce plc	Engine: RB211 Trent 768-60, Trent 772-60, and Trent 772B-60 turbofan
2006-05-05		MT-Propeller Entwicklung GmbH	Propeller: MT, MTV-1, MTV-2, MTV-3, MTV-5, MTV-6, MTV-7, MTV-9, MTV-10, MTV-11, MTV-12, MTV-14, MTV-15, MTV-17, MTV-18, MTV-20, MTV-21, MTV-22, MTV-24, and MTV-25
2006-05-06	S 2001-14-07, 2001-15-03, and 2003-19-08	Boeing	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, 747SR, and 747SP series
2006-05-07		Aerospatiale	ATR42-200, -300, and -320
2006-05-08		Boeing	777-200 series
2006-05-09		Boeing	747-200C, -200F, -400, -400D, and -400F series
2006-05-10		BAE Systems (Operations) Limited	BAe 146-100A, -200A, -300A series, Avro 146-RJ70A, 146-RJ85A, and 146-RJ100A
2006-05-11	S 2004-02-07	Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440)
2006-06-03		Cessna	500, 501, S550, 550, 551, and 560
2006-06-04	S 93-13-07	McDonnell Douglas	DC-9-11, DC-9-12, DC-9-13, DC-9-14, DC-9-15, DC-9-15F, DC-9-21, DC-9-31, DC-9-32, DC-9-32 (VC-9C), DC-9-32F, DC-9-33F, DC-9-34, DC-9-34F, DC 9-32F (C-9A, C-9B), DC-9-41, DC-9-51, DC-9-81 (MD-81), and DC-9-82 (MD-82)
2006-06-05		Boeing	720 and 720B series

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Biweekly 2006-07

2006-05-11 R1	R 2006-05-11	Bombardier	CL-600-2B19 (Regional Jet Series 100 & 440)
2006-06-07		Fokker	F.28 Mark 0070 and 0100
2006-06-08		General Electric	Engine: CF6-80C2D1F turbofan
2006-06-09		Embraer	ERJ 170-100 LR, -100 STD, -100 SE, and -100 SU
2006-06-10		Boeing	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-300, 747-400, 747-400D, and 747SR series
2006-06-11		Boeing	747-100B SUD, 747-300, 747-400, 747-400D, and 747-200B series
2006-06-12		Aerospatiale	ATR72-101, -102, -201, -202, -211, -212, and -212A
2006-06-13		Airbus	A330-201, -202, -203, -223, -243, A330-301, -321, -322, -323, -341, -342, -343, A340-211, -212, -213, A340-311, -312, and -313
2006-06-14		Airbus	A318-111 and -112, A319-111, -112, -113, -114, -115, -131, -132, -133, A320-111, A320-211, -212, -214, -231, -232, -233, A321-111, -112, -131, A321-211, -212, -213, -231, and -232
2006-06-15		Airbus	A318–111–112, A319–111, –112, –113, –114, –115, –131, –132, –133, A320–111, A320–211, –212, –214, –231, –232, –233, A321–111, –112, –131, A321–211, –212, –213, –231, and –232
2006-07-01		Embraer	EMB-135BJ, -135ER, -135KE, -135KL, -135LR, -145, -145ER, -145MR, -145LR, -145XR, -145MP, and -145EP
2006-07-02		Bombardier	DHC-8-301, -311, and -315
2006-07-03		Airbus	A321-111, -112, -131, A321-211 and -231
2006-07-04		Boeing	737-600, -700, -700C, -800, and -900 series
2006-07-05		Airbus	A319-131, -132, -133, A320-232, -233, A321-131, -231, and -232
2006-07-07		Airbus	A300 B4-600, B4-600R, F4-600R series, and C4-605R variant F
2006-07-08		McDonnell Douglas	DC-9-11, DC-9-12, DC-9-13, DC-9-14, DC-9-15, DC-9-15F, DC-9-21, DC-9-31, DC-9-32, DC-9-32 (VC-9C), DC-9-32F, DC-9-33F, DC-9-34, DC-9-34F, DC-9-32F (C-9A, C-9B), DC-9-41, and DC-9-51
2006-07-09		Airbus	A318-111 -112, A319-111, -112, -113, -114, -115, -131, -132, -133, A320-111, A320-211, -212, -214, -231, -232, -233, A321-111, -112, -131, A321-211, -212, -213, -231 and -232
2006-07-11		McDonnell Douglas	DC-9-81 (MD-81), DC-9-82 (MD-82), DC-9-83 (MD-83), DC-9-87 (MD-87), MD-88, and MD-90-30
2006-07-12		Boeing	737-100, -200, -200C, -300, -400, and -500 series
2006-07-13		Airbus	A310, A300 B4-601, B4-603, B4-620, B4-622, A300 B4-605R, B4-622R, A300 F4-605R, F4-622R, A300 C4-605R Variant F

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Biweekly 2006-08			
2005-05-20		Boeing	747–100, 747–100B, 747–100B SUD, 747–200B, 747–200F, 747–300, 747–400, 747–400D, 747SP, 747SR, 767–200, 767–300, 777–200, 777–300, and 777–300ER
2006-04-13 R1	R 2006-04-13	Gulfstream	GIV-X, GV-SP series
2006-07-10	S 91-09-07	Boeing	727, 727C, 727-100, 727-100C, 727-200, and 727-200F
2006-07-14		Boeing	767-200, -300, and -300F series
2006-07-16		Bombardier	DHC-8-400 series
2006-07-17		Boeing	727, 727C, 727-100, 727-100C, and 727-200 series
2006-07-18		Embraer	EMB-120, -120ER, -120FC, -120QC, and -120RT
2006-07-19		Aerospatiale	ATR42-200, -300, -320, -500, ATR72-101, -201, -102, -202, -211, -212, and -212A
2006-07-21		Boeing	757-200, and -200PF
2006-07-22		BAE Systems (Operations) Limited	BAe 146-100A, -200A, -300A series, Avro 146-RJ70A, 146-RJ85A, and 146-RJ100A
2006-07-23		Boeing	757-200, -200PF, -200CB, and -300 series
2006-07-24		Boeing	757–200 and 757–300 series
2006-07-25	S 89-14-02	McDonnell Douglas	DC–8–11, DC–8–12, DC–8–21, DC–8–31, DC–8–32, DC–8–33, DC–8–41, DC–8–42, DC–8–43, DC–8–51, DC–8–52, DC–8–53, DC–8–55, DC–8F–54, DC–8F–55, DC–8–61, DC–8–62, DC–8–63, DC–8–61F, DC–8–62F, DC–8–63F, DC–8–71, DC–8–72, DC–8–73, DC–9–11, DC–9–12, DC–9–13, DC–9–14, DC–9–15, DC–9–15F, DC–9–21, DC–9–31, DC–9–32, DC–9–32 (VC–9C), DC–9–32F, DC–9–33F, DC–9–34, DC–9–34F, DC–9–32F (C–9A, C–9B), DC–9–41, DC–9–51, DC–9–81 (MD–81), DC–9–82 (MD–82), DC–9–83 (MD–83), DC–9–87 (MD–87), and MD–88
2006-07-26		Aerospatiale	ATR42-200, -300, -320, and -500
2006-08-02	S 2004-03-11	Boeing	747-200C and -200F series
2006-08-03		Sicma Aero Seat	Appliance: Cabin attendant seats
2006-08-04		Boeing	767-200, -300, -300F series, and 767-400ER series
2006-08-05		Fokker	F.28 Mark 0100
Biweekly 2006-09			
2006-07-07	COR	Airbus	A300 B4-600, B4-600R, F4-600R series, and C4-605R variant F
2006-08-10		General Electric	Engine: CT64-820-4 turboprop
2006-09-01	S 2005-19-06	Boeing	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747SR, and 747SP series
2006-09-02		Boeing	757-200 and -200PF series
2006-09-03		Boeing	727, 727C, 727-100 and 727-100C series
2006-09-08		Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440)

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Biweekly 2006-10

2004-03-15 R1	R 2004-03-15	Bombardier, Inc.	DHC-8-102, -103, -106, -201, -202, -301, -311, and -315
2006-09-04		Dassault Aviation	Falcon 900EX
2006-09-05		Airbus	A310-203, -204, -221, -222, A310-304, -322, -324, and -325
2006-09-06	S 99-07-12	Boeing	747-100, 747-100B, 747-100B SUD, 747-200B, 747-300, 747-400, 747-400D, and 747SR series
2006-09-07		Airbus	A330-201, -202, -203, -223, -243, A330-301, -302, -303, -321, -322, -323, -341, -342, -343, A340-211, -212, -213, A340-311, -312, -313, A340-541, and A340-642
2006-09-09		Boeing	767-200, -300, -300F, and -400ER series
2006-09-11		Airbus	A319-111, -112, -113, -114, -115, -131, -132, -133; A320-211, -212, -214, -231, -232, -233; A321-111, -112, -131; A321-211 and -231
2006-09-12		Airbus	A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, F4-605R, F4-622R, A300 C4-605R Variant F airplanes (collectively called A300-600 series airplanes); A310-203, -204, -221, -222, -304, -322, -324, and -325
2006-09-13	S 95-04-11	Honeywell International Inc.	Engine: ALF502L, ALF502L-2, ALF502L-2A, ALF502L-2C, and ALF502L-3 series turbofan, and ALF502R series
2006-10-01	S 2003-14-17	Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440)
2006-10-02		Boeing	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, 747SR, and 747SP series
2006-10-03		Airbus	A319-111, -112, -113, -114, -115, -131, -132, -133; A320-111, -211, -212, -214, -231, -232, and -233
2006-10-04		Boeing	747-200B, 747-200C, 747-200F, 747-300, 747-400, and 747SP series
2006-10-05		SAAB AIRCRAFT AB	SAAB-Fairchild SF340A (SAAB/SF340A) and SAAB 340B
2006-10-06		Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 and 440)
2006-10-07		Hamilton Sundstrand	Propeller: 14RF-9

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; FR - Final Rule of Emergency			
Biweekly 2006-11			
2006-10-07	COR	Hamilton Sundstrand	Propeller: 14RF-9
2006-10-08	S 2002-01-15	Boeing	767-200, -300, and -300F series
2006-10-09		EMBRAER	EMB-120, -120ER, -120FC, -120QC, and -120RT
2006-10-10		Bombardier, Inc.	BD-100-1A10
2006-10-11		Airbus	A310-203, -204, -221, -222, -304, -322, -324, and -325
2006-10-12		BAE Systems (Operations) Limited	BAe 146-100A, -200A, -300A series, Avro 146-RJ70A, 146-RJ85A, and 146-RJ100A
2006-10-13		Airbus	A330-223, -321, -322, and -323
2006-10-14		McDonnell Douglas	DC-9-11, DC-9-12, DC-9-13, DC-9-14, DC-9-15, DC-9-15F, DC-9-21, DC-9-31, DC-9-32, DC-9-32 (VC-9C), DC-9-32F, DC-9-33F, DC-9-34, DC-9-34F, DC-9-32F (C-9A, C-9B), DC-9-41, DC-9-51, DC-9-81 (MD-81), DC-9-82 (MD-82), DC-9-83 (MD-83), DC-9-87 (MD-87), MD-88, MD-90-30; and 717-200
2006-10-15		Learjet	45
2006-10-16	S 2002-06-02 S 2003-13-09	Boeing	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, 747SR, and 747SP series
2006-10-17		Boeing	737-600, -700, -700C, -800, and -900 series
2006-11-01	S 2004-23-08	Airbus	A300 B4-605R, B4-622R, A300 F4-605R and F4-622R
2006-11-02		Viking Air Limited	DHC-7-1, DHC-7-100, DHC-7-101, DHC-7-102, and DHC-7-103
2006-11-03		Gulfstream	GV and GV-SP series
2006-11-04	S 2005-12-07	Airbus	A318, A319, A320, and A321
2006-11-05	S 2004-01-20	Rolls-Royce plc	Engine: RB211-22B, RB211-524B, -524C2, -524D4, -524G2, -524G3, -524H, RB211-535C, and -535E series turbofan
2006-11-06		Boeing	767-200 and -300 series
2006-11-07		Raytheon	Hawker 800XP
2006-11-08	S 2002-03-07	BAE Systems (Operations) Limited	BAe 146-100A, -200A, -300A, Avro 146-RJ70A, 146-RJ85A, and 146-RJ100A
2006-11-09		Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440)
2006-11-10		EMBRAER	EMB-120, -120ER, -120FC, -120QC, and -120RT
2006-11-11	S 2001-20-12	Boeing	757-200, -200PF, -200CB, and -300 series
2006-11-12		Boeing	767-200, -300, -300F, and -400ER series
2006-11-13		Boeing	777-200 and -300 series
Biweekly 2006-12			
2006-04-11 R1	R 2006-04-11	Airbus	A321-111, -112, and -131
2006-10-18		Gulfstream Aerospace LP	Galaxy and Gulfstream 200
2006-11-15		EMBRAER	ERJ 170-100 LR, -100 STD, -100 SE, -100 SU, ERJ 190-100 STD, -100 LR, and -100 IGW
2006-12-03		Boeing	747-100B, 747-200B, 747-200F, 747-300, 747-400, 747-400F, and 747SP series
2006-12-04		Viking Air Limited	DHC-7-1, DHC-7-100, DHC-7-101, DHC-7-102, and DHC-7-103
2006-12-05	S 2004-08-03	Airbus	A300 B4-601, B4-603, B4-620, B4-622, A300 C4-605R Variant F, A300 B4-2C, B4-103, B4-203, A310-203, -204, -221, -222, A310-304, -322, -324, and -325
2006-12-06		Boeing	737-300, -400, -500, -700, -800 series, 747-400, 747-400F series, 757-200 series, 767-300 series, 777-300 series

BW 2006-12

AIRBUS
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

AD 2006-04-11 R1 Airbus: Amendment 39-14628. Docket No. FAA-2006-24953; Directorate Identifier 2006-NM-084-AD.

Effective Date

(a) This AD becomes effective June 22, 2006.

Affected ADs

(b) This AD revises AD 2006-04-11.

Applicability

(c) This AD applies to Airbus Model A321-111, -112, and -131 airplanes, certificated in any category; all manufacturer serial numbers (MSN), except MSN 364 and 385; and except for those airplanes that have received Airbus Modification 24977 in production.

Unsafe Condition

(d) This AD results from manufacturer analysis of the fatigue and damage tolerance of the area surrounding certain mounting holes of the main landing gear (MLG). The FAA is issuing this AD to detect and correct fatigue cracking on the inner rear spar of the wings, which could result in reduced structural integrity of the airplane.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Restatement of Requirements of AD 2004-07-15

Repetitive Inspections and Corrective Actions

(f) Prior to the accumulation of 20,000 total flight cycles, or within 120 days after December 18, 1998 (the effective date of AD 98-25-05, amendment 39-10928), whichever occurs later, perform an ultrasonic inspection to detect fatigue cracking in the area surrounding certain attachment holes of the forward pintle fittings of the MLG and the actuating cylinder anchorage fittings on the inner rear spar, in accordance with Airbus Service Bulletin A320-57-1101, dated July 24, 1997; or Revision 02, dated October 25, 2001.

(1) If no cracking is detected, prior to further flight, repair the sealant in the inspected areas and repeat the ultrasonic inspections thereafter at intervals not to exceed 7,700 flight cycles, until paragraph (g), (i), or (k) of this AD is accomplished.

(2) If any cracking is detected, prior to further flight, repair in accordance with a method approved by either the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or the European Aviation Safety Agency (EASA) (or its delegated agent).

Optional Terminating Action

(g) Accomplishment of visual and eddy current inspections to detect cracking in the area surrounding certain attachment holes of the forward pintle fittings of the MLG and the actuating cylinder anchorage fittings on the inner rear spar; follow-on corrective actions, as applicable; and rework of the attachment holes; in accordance with Airbus Service Bulletin A320-57-1100, including Appendix 01, dated July 28, 1997; or Revision 03, including Appendices 01 and 02, dated January 16, 2003; constitutes terminating action for the repetitive inspection requirements of this AD. Actions accomplished in accordance with Airbus Service Bulletin A320-57-1100, Revision 01, including Appendices 01 and 02, dated June 4, 1999; or Revision 02, including Appendices 01 and 02, dated October 25, 2001; are considered acceptable for compliance with the optional terminating action specified in this paragraph. If any cracking is detected during accomplishment of any inspection described in the service bulletin, and the service bulletin specifies to contact Airbus for appropriate action: Prior to further flight, repair in accordance with a method approved by either the Manager, International Branch, ANM-116; or the EASA (or its delegated agent).

Repetitive Inspections for Airplanes Not Previously Inspected Per Paragraph (f)

(h) For airplanes on which the initial inspection required by paragraph (f) of this AD has not been accomplished as of April 21, 2004 (the effective date of AD 2004-07-15): Accomplish the inspection required by paragraph (f) of this AD, at the earlier of the times specified in paragraphs (h)(1) and (h)(2) of this AD. If no cracking is found, repeat the inspection thereafter at intervals not to exceed 5,500 flight cycles or 10,200 flight hours, whichever occurs first, until paragraph (g) or (k) of this AD is accomplished. Accomplishment of this paragraph eliminates the need to accomplish repetitive inspections at the intervals required by paragraph (f)(1) of this AD.

(1) Prior to the accumulation of 20,000 total flight cycles.

(2) Prior to the accumulation of 37,300 total flight hours, or within 120 days after April 21, 2004, whichever occurs later.

Repetitive Inspections for Airplanes Previously Inspected Per Paragraph (f)

(i) For airplanes on which the initial inspection required by paragraph (f) of this AD has been accomplished as of April 21, 2004, and no cracking was found: Do the next inspection at the earlier of the times specified in paragraphs (i)(1) and (i)(2) of this AD, and repeat the inspection thereafter at intervals not to exceed 5,500 flight cycles or 10,200 flight hours, whichever occurs first, until paragraph (g) or (k) of this AD is accomplished. Accomplishment of this paragraph terminates the repetitive inspections required by paragraph (f)(1) of this AD.

(1) Within 7,700 flight cycles since the most recent inspection.

(2) At the later of the times specified in paragraph (i)(2)(i) or (i)(2)(ii) of this AD:

(i) Within 5,500 flight cycles or 10,200 flight hours since the most recent inspection, whichever occurs first.

(ii) Within 120 days after April 21, 2004.

Existing Repair

(j) If any cracking is detected during any inspection required by paragraph (h) or (i) of this AD: Prior to further flight, repair in accordance with a method approved by either the Manager, International Branch, ANM-116; or the EASA (or its delegated agent).

New Requirements of This AD

Initial and Repetitive Inspections

(k) Within the applicable compliance times specified by paragraph (k)(1), (k)(2), or (k)(3) of this AD, perform an ultrasonic inspection for cracking of the attachment holes of the MLG pintle fittings in the inner rear spar in accordance with the Accomplishment Instructions of Airbus Service Bulletin A320-57-1101, Revision 03, dated July 30, 2003; or Revision 04, dated November 22, 2004. If no cracking is found, repeat the inspection thereafter at intervals not to exceed 5,500 flight cycles or 10,200 flight hours, whichever occurs first, until paragraph (g) of this AD is accomplished. Accomplishment of this paragraph terminates the repetitive inspections required by paragraphs (f)(1), (h), and (i) of this AD.

(1) For airplanes that have never been inspected in accordance with Airbus Service Bulletin A320-57-1101, dated July 24, 1997; or Revision 02, dated October 25, 2001: Before the accumulation of 20,000 total flight cycles or 37,300 total flight hours, whichever occurs first; or within 120 days after the effective date of this AD; whichever occurs later.

(2) For airplanes previously inspected in accordance with Airbus Service Bulletin A320-57-1101, dated July 24, 1997; or Revision 02, dated October 25, 2001, that have accumulated less than 18,900 total flight cycles or 35,300 total flight hours as of the effective date of this AD: Within 5,500 flight cycles or 10,200 flight hours, whichever occurs first, after the previous inspection performed in accordance with Airbus Service Bulletin A320-57-1101, Revision 02, dated October 25, 2001; or within 120 days after the effective date of this AD; whichever occurs later.

(3) For airplanes previously inspected in accordance with Airbus Service Bulletin A320-57-1101, dated July 24, 1997; or Revision 02, dated October 25, 2001, that have accumulated 18,900 or more flight cycles or 35,300 or more flight hours as of the effective date of this AD: Before the accumulation of 24,400 total flight cycles or 45,600 total flight hours, whichever occurs first; or within 120 days after the effective date of this AD; whichever occurs later.

New Repair

(l) If any crack is detected during any inspection required by paragraph (k) of this AD: Prior to further flight, repair in accordance with a method approved by either the Manager, International Branch, ANM-116; or the DGAC (or its delegated agent).

No Reporting Requirement

(m) Although Airbus Service Bulletin A320-57-1101, Revision 02, dated October 25, 2001; Revision 03, dated July 30, 2003; and Revision 04, dated November 22, 2004; describe procedures for reporting inspection findings to Airbus, this AD does not require such a report.

Alternative Methods of Compliance (AMOCs)

(n)(1) The Manager, International Branch, ANM-116, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) Before using any AMOC approved in accordance with 14 CFR 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

Related Information

(o) French airworthiness directive F-2004-166, dated October 13, 2004, also addresses the subject of this AD.

Material Incorporated by Reference

(p) You must use the service information specified in Table 1 of this AD to perform the actions that are required by this AD, unless the AD specifies otherwise.

TABLE 1.—ALL MATERIAL INCORPORATED BY REFERENCE

Airbus service bulletin	Revision level	Date
A320–57–1100, including Appendix 01	([1])	July 28, 1997.
A320–57–1100, including Appendices 01 and 02	03	January 16, 2003.
A320–57–1101	([1])	July 24, 1997.
A320–57–1101	02	October 25, 2001.
A320–57–1101	03	July 30, 2003.
A320–57–1101	04	November 22, 2004.

[1] Original.

The optional terminating action specified in paragraph (g) of this AD should be done in accordance with the service bulletins specified in Table 2 of this AD.

TABLE 2.—OPTIONAL SERVICE BULLETINS

Airbus service bulletin	Revision level	Date
A320–57–1100, including Appendix 01	([1])	July 28, 1997.
A320–57–1100, including Appendices 01 and 02	03	January 16, 2003.

[1] Original.

(1) The incorporation by reference of the service information specified in Table 3 of this AD was approved previously by the Director of the Federal Register as of March 8, 2006 (71 FR 8792, February 21, 2006).

TABLE 3.—NEW MATERIAL INCORPORATED BY REFERENCE

Airbus service bulletin	Revision level	Date
A320–57–1100, including Appendix 01	([1])	July 28, 1997.
A320–57–1100, including Appendices 01 and 02	03	January 16, 2003.
A320–57–1101	03	July 30, 2003.
A320–57–1101	04	November 22, 2004.

[1] Original.

(2) The incorporation by reference of Airbus Service Bulletin A320-57-1101, Revision 02, dated October 25, 2001, was approved previously by the Director of the Federal Register as of April 21, 2004 (69 FR 17906, April 6, 2004).

(3) The incorporation by reference of Airbus Service Bulletin A320-57-1101, dated July 24, 1997, was approved previously by the Director of the Federal Register as of December 18, 1998 (63 FR 66753, December 3, 1998).

(4) Contact Airbus, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France, for a copy of this service information. You may review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street, SW., room PL-401, Nassif Building, Washington, DC; on the Internet at *http://dms.dot.gov;* or at the National Archives and Records Administration (NARA). For information on the availability of this material at the NARA, call (202) 741-6030, or go to *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html*.

Issued in Renton, Washington, on May 26, 2006.
Jeffrey E. Duven,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 06-5121 Filed 6-6-06; 8:45 am]
BILLING CODE 4910-13-P

BW 2006-12

GULFSTREAM AEROSPACE LP
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

2006-10-18 Gulfstream Aerospace LP (formerly Israel Aircraft Industries, Ltd.): Amendment 39-14602. Docket No. FAA-2005-23478; Directorate Identifier 2005-NM-175-AD.

Effective Date

(a) This AD becomes effective July 5, 2006.

Affected ADs

(b) None.

Applicability

(c) This AD applies to all Gulfstream Model Galaxy and Model Gulfstream 200 airplanes, certificated in any category.

Unsafe Condition

(d) This AD results from a correction of the power setting logic and table limits in the performance model by the engine manufacturer. We are issuing this AD to ensure that the flightcrew is provided with correct information to ensure a safe takeoff at certain altitudes; inadequate takeoff performance tables used in such conditions could result in reduced control of the airplane during takeoff.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Airplane Flight Manual (AFM) Revision

(f) Within 50 flight hours after the effective date of this AD: Revise the Limitations section of the Gulfstream 200 AFM, by incorporating the information specified in Section V, "Performance," of Israel Aircraft Industries Gulfstream 200 Temporary Revision (TR) 7, dated August 18, 2003, as specified in the TR. Section V of TR 7 includes procedures for incorporating revised takeoff performance tables. Thereafter, operate the airplane according to the limitations and procedures in Section V of TR 7. This may be done by inserting a copy of Section V of Gulfstream TR 7 into the AFM. When Section V of TR 7 has been included in the general revisions of the AFM, the general

revisions may be inserted in the AFM, provided the relevant information in the general revision is identical to that in Section V of TR 7.

Alternative Methods of Compliance (AMOCs)

(g)(1) The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) Before using any AMOC approved in accordance with § 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

Related Information

(h) Israeli airworthiness directive 72-03-05-09, dated September 22, 2003, also addresses the subject of this AD.

Material Incorporated by Reference

(i) You must use Israel Aircraft Industries Gulfstream 200 Temporary Revision 7, dated August 18, 2003, to the Gulfstream 200 Airplane Flight Manual, to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference of this document in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Gulfstream Aerospace Corporation, P.O. Box 2206, Mail Station D-25, Savannah, Georgia 31402-2206, for a copy of this service information. You may review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street, SW., Room PL-401, Nassif Building, Washington, DC; on the Internet at *http://dms.dot.gov*; or at the National Archives and Records Administration (NARA). For information on the availability of this material at the NARA, call (202) 741-6030, or go to *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html*.

Issued in Renton, Washington, on May 9, 2006.
Ali Bahrami,
Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 06-4910 Filed 5-30-06; 8:45 am]
BILLING CODE 4910-13-P

BW 2006-12

EMBRAER
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

2006-11-15 Empresa Brasileira de Aeronautica S.A. (EMBRAER): Amendment 39-14619. Docket No. FAA-2006-24897; Directorate Identifier 2006-NM-111-AD.

Effective Date

(a) This AD becomes effective June 14, 2006.

Affected ADs

(b) None.

Applicability

(c) This AD applies to all EMBRAER Model ERJ 170-100 LR, -100 STD, -100 SE, and -100 SU airplanes; and all Model ERJ 190-100 STD, -100 LR, and -100 IGW airplanes; certificated in any category.

Unsafe Condition

(d) This AD results from a report that, during landing, the thrust reverser may not re-stow completely if the throttle lever is moved into the forward thrust range immediately after the thrust reverser is applied. We are issuing this AD to prevent the flightcrew from performing a takeoff with a partially deployed thrust reverser, which could result in reduced controllability of the airplane.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Airplane Flight Manual Revision

(f) Within 7 days after the effective date of this AD, revise the Limitations section of the EMBRAER 170/190 Airplane Flight Manual (AFM) to include the following statement. This may be done by inserting a copy of this AD in the AFM.

"After applying thrust reverser, do not move the throttle back to the forward thrust range, unless the REV icon on the EICAS is shown in amber or green."

Note 1: When a statement identical to that in paragraph (f) of this AD has been included in the general revisions of the AFM, the general revisions may be inserted into the AFM, and the copy of this AD may be removed from the AFM.

Alternative Methods of Compliance (AMOCs)

(g)(1) The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) Before using any AMOC approved in accordance with § 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

Related Information

(h) Brazilian airworthiness directives 2006-03-02, effective April 21, 2006; and 2006-03-03, effective April 21, 2006, also address the subject of this AD.

Material Incorporated by Reference

(i) None.

Issued in Renton, Washington, on May 22, 2006.
Ali Bahrami,
Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 06-4909 Filed 5-26-06; 8:45 am]
BILLING CODE 4910-13-P

BOEING
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

2006-12-03 Boeing: Amendment 39-14627. Docket No. FAA-2006-24950; Directorate Identifier 2006-NM-036-AD.

Effective Date

(a) This AD becomes effective June 22, 2006.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Boeing Model 747-100B, 747-200B, 747-200F, 747-300, 747-400, 747-400F, and 747SP series airplanes, certificated in any category; as identified in Boeing Alert Service Bulletin 747-54A2225, dated February 16, 2006.

Unsafe Condition

(d) This AD results from reports indicating that the midpivot bolt and midpivot bolt access door of the spring beam of the inboard side of the outboard struts were installed in the incorrect position. We are issuing this AD to ensure that the subject midpivot bolts and midpivot bolt access doors are installed in the correct position. If not installed in the correct position, a midpivot bolt could be overloaded and crack or fracture, which could result in the loss of the spring load path and consequent separation of the associated outboard strut and engine from the airplane.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Inspections

(f) Do the inspections specified in Table 1 of this AD at the applicable compliance time listed in paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin 747-54A2225, dated February 16, 2006; except, where the service bulletin specifies a compliance time from the release date of the service bulletin, this AD requires compliance within the specified compliance time after the effective date of this AD. Do the inspections in accordance with the Accomplishment Instructions of the service bulletin.

TABLE 1.—INSPECTIONS

Do—	Of—	For—
(1) A general visual inspection	The midpivot bolt access doors	The correct part number, damage (i.e., wear, nicks, gouges, elongated fastener holes, or cracks), or the correct position of its anti-rotation tabs.

Do—	Of—	For—
(2) A general visual inspection	The anti-rotation tabs of the midpivot bolt access doors.	Damage (i.e., wear, nicks, gouges, or cracks) or any missing tab.
(3) A general visual inspection	The midpivot bolts	Correct position or damage (i.e., nicks, gouges, or cracks).
(4) An ultrasonic inspection	The midpivot bolts	Cracks.

Note 1: There is a discrepancy in Step 2 of Figure 13, Sheet 2, of Boeing Alert Service Bulletin 747-54A2225, dated February 16, 2006. The "MORE DATA" column of the table incorrectly describes the anti-rotation slot installation as being "horizontal and are perpendicular to the strut skin aft edge." The correct description is "vertical and are parallel to the strut skin aft edge."

Installation of a Placard and Corrective Actions

(g) Before further flight after doing the inspections required by paragraph (f) of this AD, do the applicable actions specified in Table 2 of this AD in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 747-54A2225, dated February 16, 2006.

TABLE 2.—INSTALLATION OF A PLACARD AND CORRECTIVE ACTION

If—	And if—	Then—
(1) Any midpivot bolt access door has the correct part number and no damage.	Its anti-rotation tabs are present, are in the correct position, and have no damage.	Install a placard on the midpivot access door.
(2) Any midpivot bolt access door has the incorrect part number and no damage.	Its anti-rotation tabs are present, are in the incorrect position, and have no damage.	Change the midpivot access door or replace it with a new or serviceable access door, and install a placard on the midpivot access door.
(3) Any midpivot bolt access door has the incorrect part number, any damage, or any damaged or missing anti-rotation tab.	None	Replace the midpivot access door with a new or serviceable door and install a placard on the door.
(4) Any midpivot bolt is in the correct position	It has no damage	No further action is required by this paragraph.
(5) Any midpivot bolt is in the incorrect position	It has no damage	Correct the midpivot bolt position.
Any midpivot bolt has any damage	None	Replace the midpivot bolt with a new bolt.

Replacement of Midpivot Bolt

(h) If any condition in paragraph (h)(1) or (h)(2) of this AD is found on any outboard strut, within 24 months after doing the inspections required by paragraph (f) of this AD, replace the midpivot bolt of the spring beam of the inboard side of that outboard strut with a new midpivot bolt, in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 747-54A2225, dated February 16, 2006.

(1) If any midpivot bolt access door of the spring beam of the inboard side of the outboard struts is found in the incorrect position (i.e., the midpivot bolt access door has the incorrect part number or its anti-rotation tabs are in the incorrect position) and if no damage is found on that bolt during any inspection required by paragraph (f) of this AD.

(2) If any midpivot bolt of the spring beam of the inboard side of the outboard struts is found in the incorrect position and if no damage is found on that bolt during any inspection required by paragraph (f) of this AD.

Parts Installation

(i) As of the effective date of this AD, no person may install, on any airplane, a midpivot access door, part number 65B89670-339, 65B89670-340, 654U6624-356, or 654U6624-357, unless it has been inspected in accordance with paragraphs (f)(1) and (f)(2) of this AD and found to have the correct part number for the door location, no damage, and no damaged or missing anti-rotation tab.

No Reporting

(j) Although the service bulletin referenced in this AD specifies to submit certain information to the manufacturer, this AD does not include that requirement.

Alternative Methods of Compliance (AMOCs)

(k)(1) The Manager, Seattle Aircraft Certification Office (ACO), FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) Before using any AMOC approved in accordance with § 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

(3) An AMOC that provides an acceptable level of safety may be used for any repair required by this AD, if it is approved by an Authorized Representative for the Boeing Commercial Airplanes Delegation Option Authorization Organization who has been authorized by the Manager, Seattle ACO, to make those findings. For a repair method to be approved, the repair must meet the certification basis of the airplane, and the approval must specifically refer to this AD.

Material Incorporated by Reference

(1) You must use Boeing Alert Service Bulletin 747-54A2225, dated February 16, 2006, to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference of this document in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Boeing Commercial Airplanes, P.O. Box 3707, Seattle, WA 98124-2207, for a copy of this service information. You may review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street, SW., Room PL-401, Nassif Building, Washington, DC; on the Internet at *http://dms.dot.gov*; or at the National Archives and Records Administration (NARA). For information on the availability of this material at the NARA, call (202) 741-6030, or go to *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html*.

Issued in Renton, Washington, on May 26, 2006.

Jeffrey E. Duven,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 06-5125 Filed 6-6-06; 8:45 am]

BILLING CODE 4910-13-P

BW 2006-12

VIKING AIR LIMITED
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

2006-12-04 Viking Air Limited (Formerly Bombardier, Inc.): Amendment 39-14629. Docket No. FAA-2006-24966; Directorate Identifier 2006-NM-049-AD.

Effective Date

(a) This AD becomes effective June 21, 2006.

Affected ADs

(b) None

Applicability

(c) This AD applies to Viking Air Limited Model DHC-7-1, DHC-7-100, DHC-7-101, DHC-7-102, and DHC-7-103 airplanes, certificated in any category; except airplanes having serial numbers 3 through 10 inclusive, 12 through 14 inclusive, and 16 through 27 inclusive.

Unsafe Condition

(d) This AD results from a report that the designed life limit for the primary structure for the affected airplanes is 80,000 total flight cycles. We are issuing this AD to prevent continued operation of an airplane beyond its designed life limit for the primary structure, which could result in reduced structural integrity of the airplane.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Airworthiness Limitations Revision

(f) Within 30 days after the effective date of this AD: Revise the FAA-approved Airworthiness Limitations section (ALS) of the Bombardier DHC-7 Dash 7 maintenance manual and the Dash 7 Series 150 maintenance manual to state the following (this may be done by inserting a copy of this AD into the ALS). Thereafter, maintain the airplane in accordance with the limitations specified in these maintenance manual revisions:

"Do not operate the airplane beyond 80,000 total flight cycles."

(g) When the statement specified in paragraph (f) of this AD has been included in the general revisions of the ALS, the general revisions may be incorporated into the ALS and the copy of the AD may be removed from the ALS.

(h) The airworthiness limitation specified in paragraph (f) of this AD may be removed from the maintenance manuals specified in paragraph (f) of this AD after the Manager, New York Aircraft Certification Office (ACO), FAA, approves analysis that substantiates continued safe operation beyond the designed life limit of 80,000 total flight cycles.

Alternative Methods of Compliance (AMOCs)

(i)(1) The Manager, New York ACO, FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) Before using any AMOC approved in accordance with § 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

Related Information

(j) Canadian airworthiness directive CF-2005-36, dated September 28, 2005, also addresses the subject of this AD.

Material Incorporated by Reference

(k) None.

Issued in Renton, Washington, on May 31, 2006.
Jeffrey E. Duven,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 06-5119 Filed 6-5-06; 8:45 am]
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BW 2006-12

AIRBUS
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

2006-12-05 Airbus: Amendment 39-14630. Docket No. FAA-2006-24200; Directorate Identifier 2006-NM-012-AD.

Effective Date

(a) This AD becomes effective July 12, 2006.

Affected ADs

(b) This AD supersedes AD 2004-08-03.

Applicability

(c) This AD applies to the Airbus airplanes identified in paragraphs (c)(1) and (c)(2) of this AD, certificated in any category.

(1) Model A300 B4-601, B4-603, B4-620, and B4-622 airplanes; and Model A300 C4-605R Variant F airplanes; except those airplanes equipped with a fuel trim tank system (that have incorporated Airbus Modification 4801).

(2) All Model A300 B4-2C, B4-103, and B4-203 airplanes; Model A310-203, -204, -221, and -222 airplanes; and Model A310-304, -322, -324, and -325 airplanes.

Unsafe Condition

(d) This AD results from fuel system reviews conducted by the manufacturer. We are issuing this AD to detect and correct damage of the center tank fuel pumps and fuel pump canisters, which could result in separation of a pump from its electrical motor housing, loss of flame trap capability, and a possible fuel ignition source in the center fuel tank.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Restatement of Requirements of AD 2004-08-03

Detailed Inspections

(f) For Model A300 B4-601, B4-603, B4-620, and B4-622 airplanes and Model A300 C4-605R Variant F airplanes: Within 15 days after May 19, 2004 (the effective date of AD 2004-08-03) (unless accomplished previously), perform detailed inspections as specified in paragraphs (f)(1) and (f)(2) of this AD, in accordance with paragraph 4.2 of Airbus All Operators Telex (AOT) A300-600-28A6075, dated February 20, 2003; or Revision 01, dated October 24, 2005.

Note 1: For the purposes of this AD, a detailed inspection is: "An intensive examination of a specific item, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirror, magnifying lenses, etc., may be necessary. Surface cleaning and elaborate procedures may be required."

(1) Inspect the lower part of the pump diffuser guide slots (bayonet) of the center tank fuel pumps and the bottom of the pump diffuser housings to detect cracks, fretting, and other damage. Replace any damaged pump and the corresponding fuel pump canister with new parts before further flight in accordance with the AOT.

(2) Inspect the center tank fuel pump canisters to detect cracks. Replace any cracked fuel pump canister and the corresponding fuel pump with new parts before further flight in accordance with the AOT.

Repetitive Inspections With New Repetitive Intervals

(g) For Model A300 B4-601, B4-603, B4-620, and B4-622 airplanes and Model A300 C4-605R Variant F airplanes: Within 600 flight hours after May 19, 2004, perform a detailed inspection of the fuel pumps, and an eddy current inspection of the fuel pump canisters, to detect damage. Do the inspections in accordance with paragraph 4.3 of Airbus AOT A300-600-28A6075, dated February 20, 2003; or Revision 01, dated October 24, 2005. Replace any damaged part with a new part before further flight in accordance with the AOT. Repeat the inspections at intervals not to exceed 3,000 flight cycles.

(h) For Model A300 B4-601, B4-603, B4-620, and B4-622 airplanes and Model A300 C4-605R Variant F airplanes: Within 7,000 flight cycles after canister replacement as specified in paragraph (g) of this AD, perform an eddy current inspection of the fuel pump canisters to detect damage in accordance with Airbus AOT A300-600-28A6075, dated February 20, 2003; or Revision 01, dated October 24, 2005. Replace any damaged part with a new part before further flight in accordance with the AOT. Thereafter repeat the inspection at intervals not to exceed 3,000 flight cycles.

Note 2: Airbus AOT A300-600-28A6075 refers to Airbus Alert Service Bulletin A300-28A6061, Revision 04, dated August 1, 2002, as an additional source of service information for accomplishment of the eddy current inspection required by paragraphs (g) and (h) of this AD.

Reporting Requirement

(i) For Model A300 B4-601, B4-603, B4-620, and B4-622 airplanes and Model A300 C4-605R Variant F airplanes: At the applicable time specified in paragraph (i)(1) or (i)(2) of this AD, submit a report of findings (both positive and negative) of each inspection required by this AD, in accordance with Airbus AOT A300-600-28A6075, dated February 20, 2003. Information collection requirements contained in this AD have been approved by the Office of Management and Budget (OMB) under the provisions of the Paperwork Reduction Act of 1980 (44 U.S.C. 3501 et seq.) and have been assigned OMB Control Number 2120-0056.

(1) For any inspection accomplished after May 19, 2004: Submit the report within 10 days after performing that inspection.

(2) For any inspection accomplished before May 19, 2004: Submit the report within 10 days after May 19, 2004.

Requirements of This AD

Repetitive Inspections for New Airplanes

(j) For Model A300 B4-2C, B4-103, and B4-203 airplanes; Model A310-203, -204, -221, and -222 airplanes; and Model A310-304, -322, -324, and -325 airplanes: At the applicable compliance time specified in paragraphs (j)(1) and (j)(2) of this AD, do a detailed inspection of the pump bodies for cracking, damage, and missing and broken fasteners; and do a high frequency eddy current (HFEC) inspection of the fuel pump canisters for a cracked flange web, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A300-28-0084, excluding Appendix 01, dated June 28, 2005 (for Model A300 B4-2C, B4-103, and B4-203 airplanes); or Airbus Service Bulletin A310-28-2159, excluding Appendix 01, dated June 28, 2005 (for Model A310-203, -204, -221, and -222 airplanes and Model A310-304, -322, -324, and -325 airplanes), as applicable. If any crack or damage to the pump bodies is found or any missing or broken fastener is found, before further flight, replace the fuel pump with a new fuel pump in accordance with the applicable service bulletin. Repeat the detailed inspection of the pump bodies thereafter at intervals not to exceed 3,000 flight cycles. If no cracked flange web is found, repeat the HFEC inspection of the fuel pump canisters thereafter at intervals not to exceed 3,000 flight cycles. Accomplishing the replacements specified in paragraph (1) of this AD terminates the repetitive detailed and HFEC inspections.

(1) For Model A300 B4-2C, B4-103, and B4-203 airplanes: Inspect before the airplane has accumulated 19,600 total flight cycles, or within 1,000 flight cycles after the effective date of this AD, whichever is later.

(2) For Model A310-203, -204, -221, and -222 airplanes and Model A310-304, -322, -324, and -325 airplanes: Inspect before the airplane has accumulated 27,000 total flight cycles, or within 1,000 flight cycles after the effective date of this AD, whichever is later.

Corrective Action for Cracked Flange Web

(k) For Model A300 B4-2C, B4-103, and B4-203; Model A310-203, -204, -221, and -222 airplanes; and Model A310-304, -322, -324, and -325 airplanes: If any flange web is found cracked during any HFEC inspection required by paragraph (j) of this AD, before further flight after the inspection, replace the fuel pump canister with a new fuel pump canister in accordance with the Accomplishment Instructions of Airbus Service Bulletin A300-28-0084, dated June 28, 2005; or Airbus Service Bulletin A310-28-2159, dated June 28, 2005, as applicable. Repeat the HFEC inspection at the applicable compliance times specified in paragraph (k)(1) or (k)(2) of this AD, until the replacements specified in paragraph (l) of this AD are accomplished.

(1) For Model A300 B4-2C, B4-103, and B4-203 airplanes: Inspect within 19,600 flight cycles after replacing the fuel pump canisters and thereafter at intervals not to exceed 3,000 flight cycles.

(2) For Model A310-203, -204, -221, and -222 airplanes and Model A310-304, -322, -324, and -325 airplanes: Inspect within 27,000 flight cycles after replacing the fuel pump canisters and thereafter at intervals not to exceed 3,000 flight cycles.

Terminating Action: Replacement of Fuel Pump Canisters

(1) For all airplanes: Within 66 months after the effective date of this AD, replace the fuel pump canisters with new reinforced fuel pump canisters, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A300-28-0085, dated July 18, 2005 (for Model A300 B4-2C, B4-103, and B4-203 airplanes); Airbus Service Bulletin A300-28-6089, Revision 01, dated

November 28, 2005 (for Model A300 B4-601, B4-603, B4-620, and B4-622 airplanes and Model A300 C4-605R Variant F airplanes); or Airbus Service Bulletin A310-28-2160, dated July 18, 2005 (for Model A310-203, -204, -221, and -222 airplanes and Model A310-304, -322, -324, and -325 airplanes), as applicable. Replacement of a fuel pump canister terminates the repetitive inspections required by paragraphs (f), (g), (h), (j) and (k), as applicable, for that fuel pump canister only.

Credit for Previous Service Bulletin

(m) For Model A300 B4-601, B4-603, B4-620, and B4-622 airplanes and Model A300 C4-605R Variant F airplanes: Actions done before the effective date of this AD in accordance with Airbus Service Bulletin A300-28-6089, dated July 18, 2005, are acceptable for compliance with the requirements of paragraph (l) of this AD.

Alternative Methods of Compliance (AMOCs)

(n)(1) The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) Before using any AMOC approved in accordance with § 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

Related Information

(o) French airworthiness directive F-2005-199, dated December 7, 2005, also addresses the subject of this AD.

Material Incorporated by Reference

(p) You must use the Airbus service information identified in Table 1 of this AD to perform the actions that are required by this AD, as applicable, unless the AD specifies otherwise.

TABLE 1.—MATERIAL INCORPORATED BY REFERENCE

Airbus service information	Revision level	Date
All Operators Telex A300–600–28A6075	Original	February 20, 2003.
All Operators Telex A300–28A6075	01	October 24, 2005.
Service Bulletin A300–28–0084, excluding Appendix 01	Original	June 28, 2005.
Service Bulletin A300–28–0085	Original	July 18, 2005.
Service Bulletin A300–28–6089	01	November 28, 2005.
Service Bulletin A310–28–2159, excluding Appendix 01	Original	June 28, 2005.
Service Bulletin A310–28–2160	Original	July 18, 2005.

(1) The Director of the Federal Register approved the incorporation by reference of the Airbus service information identified in Table 2 of this AD in accordance with 5 U.S.C. 552(a) and 1 CFR part 51.

TABLE 2.—NEW MATERIAL INCORPORATED BY REFERENCE

Airbus service information	Revision level	Date
All Operators Telex A300–28A6075	01	October 24, 2005.
Service Bulletin A300–28–0084, excluding Appendix 01	Original	June 28, 2005.
Service Bulletin A300–28–0085	Original	July 18, 2005.
Service Bulletin A300–28–6089	01	November 28, 2005.
Service Bulletin A310–28–2159, excluding Appendix 01	Original	June 28, 2005.
Service Bulletin A310–28–2160	Original	July 18, 2005.

(Only the first page of Airbus All Operators Telex A300-28A6075, Revision 01, dated October 24, 2005, contains the document number and issue date; no other page of this document contains this information.)

(2) On May 19, 2004 (69 FR 19756, April 14, 2004), the Director of the Federal Register approved the incorporation by reference of Airbus All Operators Telex A300-600-28A6075, dated February 20, 2003.

(3) Contact Airbus, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France, for a copy of this service information. You may review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street, SW., Room PL-401, Nassif Building, Washington, DC; on the Internet at *http://dms.dot.gov*; or at the National Archives and Records Administration (NARA). For information on the availability of this material at the NARA, call (202) 741-6030, or go to *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html*.

Issued in Renton, Washington, on May 30, 2006.

Jeffrey E. Duven,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

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BW 2006-12

BOEING
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

2006-12-06 Boeing: Amendment 39-14631. Docket No. FAA-2005-22628; Directorate Identifier 2005-NM-056-AD.

Effective Date

(a) This AD becomes effective July 12, 2006.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Boeing transport category airplanes equipped with certain Driessen Aircraft Interior Systems or Showa Aircraft Industries galleys, certificated in any category; as identified in paragraphs (c)(1) through (c)(5) inclusive of this AD.

(1) Model 737-300, -400, -500, -700, and -800 series airplanes;
(2) Model 747-400 and 747-400F series airplanes;
(3) Model 757-200 series airplanes;
(4) Model 767-300 series airplanes; and
(5) Model 777-300 series airplanes.

Unsafe Condition

(d) This AD results from testing and reports from the manufacturer indicating unacceptable flammability properties of wire wrapping installed in certain galleys and closets. We are issuing this AD to prevent fire propagation or smoke in the cabin area due to electrical arcing or sparking and ignition of the spiral wire wrapping.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Note 1: For clarification and for the purposes of this AD, the use of the term "galley" also includes the terms "buffet" and "closet" that are referenced in certain service information specified in this AD.

Determination of Part Installation

(f) Within 72 months after the effective date of this AD, inspect the galleys to determine if any of the part numbers (P/Ns) installed are identified in the applicable service information specified in Table 1 of this AD. Instead of inspecting the galleys to determine if the P/Ns are installed, a review of airplane maintenance records is acceptable if the P/Ns can be positively determined from that review.

TABLE 1.—SERVICE BULLETINS AND SPECIAL ATTENTION SERVICE BULLETINS

Model and service information	Revision level	Date
(1) Boeing Special Attention Service Bulletin 737–25–1438, for Model 737–300, –400, and –500 series airplanes.	1	November 11, 2004.
(2) Boeing Service Bulletin 737–25–1439, for Model 737–700 and –800 series airplanes	3	November 11, 2004.
(3) Boeing Special Attention Service Bulletin 747–25–3264, for Model 747–400 series airplanes	1	November 11, 2004.
(4) Boeing Service Bulletin 747–25–3275, for Model 747–400F series airplanes	1	April 4, 2002.
(5) Boeing Special Attention 757–25–0238, for Model 757–200 series airplanes	2	November 11, 2004.
(6) Boeing Special Attention Service Bulletin 767–25–0297, for Model 767–300 series airplanes	1	November 11, 2004.
(7) Boeing Special Attention Service Bulletin 1 November 777–25–0180 for Model 777–300 series airplanes.	1	November 11, 2004.

Note 2: The service bulletins and special attention service bulletins specified in Table 1 of this AD reference Driessen Aircraft Interior Systems Service Bulletin 25-442, Revision E, dated April 29, 2004; and Showa Aircraft Industry Service Bulletin 25-30-111, dated December 11, 2000; as applicable; as additional sources of service information.

If Certain Galleys Are Not Installed

(g) If no galley is installed having any P/N identified in the service information specified in paragraph (f) of this AD, no further action is required by this AD.

If Certain Galleys Are Installed

(h) If any galley is installed having any P/N identified in the service information specified in paragraph (f) of this AD: Within 72 months after the effective date of this AD, replace the spiral protective wrapping of the electrical cables of the galley with new spiral protective wrapping that has been shown to meet certain flammability testing requirements, in accordance with the applicable service information specified in paragraph (f) of this AD.

Credit for Previous Replacement

(i) Replacement of the spiral protective wrapping of the electrical cables of any galley with new spiral protective wrapping that has been shown to meet certain flammability testing requirements, in accordance with the service information listed in the Table 2 of this AD, prior to the effective date of this AD, is acceptable for compliance with the requirements of paragraph (h) of this AD.

TABLE 2.—PREVIOUS ACCOMPLISHMENT

Boeing service information	Revision level	Date
(1) Special Attention Service Bulletin 737–25–1438	Original	March 15, 2001.
(2) Special Attention Service Bulletin 737–25–1439	Original	March 15, 2001.
(3) Special Attention Service Bulletin 737–25–1439	1	August 2, 2001.
(4) Service Bulletin 737–25–1439	2	December 19, 2001.
(5) Special Attention Service Bulletin 747–25–3264	Original	March 15, 2001.
(6) Special Attention Service Bulletin 747–25–3275	Original	March 15, 2001.

Boeing service information	Revision level	Date
(7) Special Attention Service Bulletin 757–25–0238	Original	March 15, 2001.
(8) Special Attention Service Bulletin 757–25–0238	1	November 15, 2001.
(9) Special Attention Service Bulletin 767–25–0297	Original	March 15, 2001.
(10) Special Attention Service Bulletin 777–25–0180	Original	March 15, 2001.

Alternative Methods of Compliance (AMOCs)

(j)(1) The Manager, Seattle Aircraft Certification Office (ACO), FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) Before using any AMOC approved in accordance with 14 CFR 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

Material Incorporated by Reference

(k) You must use the applicable service information in Table 3 of this AD to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference of these documents in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Boeing Commercial Airplanes, P.O. Box 3707, Seattle, Washington 98124-2207, for a copy of this service information. You may review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street, SW., Room PL-401, Nassif Building, Washington, DC; on the Internet at *http://dms.dot.gov*; or at the National Archives and Records Administration (NARA). For information on the availability of this material at the NARA, call (202) 741-6030, or go to *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html*.

TABLE 3.—MATERIAL INCORPORATED BY REFERENCE

Service information	Revision level	Date
(1) Boeing Special Attention Service Bulletin 737–25–1438	1	November 11, 2004.
(2) Boeing Service Bulletin 737–25–1439	3	November 11, 2004.
(3) Boeing Special Attention Service Bulletin 747–25–3264	1	November 11, 2004.
(4) Boeing Service Bulletin 747–25–3275	1	April 4, 2002.
(5) Boeing Special Attention Service Bulletin 757–25–0238	2	November 11, 2004.
(6) Boeing Special Attention Service Bulletin 767–25–0297	1	November 11, 2004.
(7) Boeing Special Attention Service Bulletin 777–25–0180	1	November 11, 2004.

Issued in Renton, Washington, on May 30, 2006.

Jeffrey E. Duven,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

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